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THE CANADIAN RAILROADER

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MONTREAL, SATURDAY, JANUARY 22, 1921

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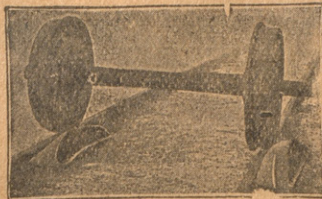
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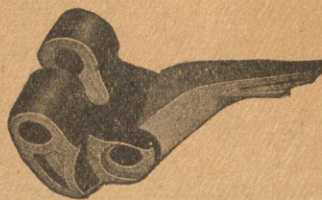
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The Greatest Tragedy of the Road

Travellers Who Try To Make "Dicker" With Conductor Liable To Go To Penitentiary For Two Years

By GEORGE PIERCE

ON THE First of July, 1920, His Majesty, by and with the consent of the Senate and House of Commons in Canada, enacted as follows:—

"No. 412-A.

"Every one is guilty of an offence who:—

"(a) Being an officer or employee whose duty it is to collect tolls, wilfully neglects to collect any fare or toll, or wilfully collects less than the proper amount, or accepts any valuable consideration for omitting to collect such fare or toll;

"(b) gives, or offers to give, any such officer or employee any valuable consideration for collecting such fare or toll or for collecting a less amount than is properly due; and shall be liable upon indictment to two years' imprisonment, or to a fine not exceeding two thousand five hundred dollars, or to both imprisonment and fine."

It is quite evident that the law is very specific as regards the punishment to be meted out to an offending official of a railroad company. The startling feature of the law is that infractions by the public are also fully provided for. Unquestionably it will come as a great shock to the genial travellers to know that there is a provision in the criminal code that makes it a very dangerous piece of business to tamper with employees of the company with the purpose of enjoying a cheap ride. We have never known a case where the public has been prosecuted under Section 412A of the Criminal Code.

Many railroad officials appear to be doubtful that the very best elements in the community really engage in the nefarious practice of splitting fares, yet intimate conversations with the old-time conductors reveal the fact that attempts to subsidize conductors are confined to regular travellers, the ones who cover the territory over and over again. Then there is the superintendent, the general manager, who run out over the road at stated intervals to look things over. It is by no means an exception to hear of the very heads of large business institutions availing themselves of sudden opportunities. Conductors tell amusing tales of prominent business men who seek to strike up an acquaintance with railroad officials for very practical reasons. Some of these yarns, if they could be put into print, would make a new volume of droll stories. After an exhaustive investigation and many conversations with the oldest and the most reliable conductors in the service, we are convinced that the chief offenders are amongst the most "respectable" people in the community.

The railroad companies have apparently been loath to use the power of the law as far as the public is concerned. There were undoubtedly many reasons in the past to account for the unwillingness of the roads to involve the public in the spectacular prosecutions that have occurred from time to time in efforts to guard the company's property and protect the shareholders of the roads, but of recent years the practice has gained such headway that the aggregate results have become a matter of great concern to railroad officials. The great sums of money involved under present conditions will probably outweigh the consideration which railroad executives have had in nursing the goodwill and the patronage of the general public by remaining impassive even under very provocative conditions. To arrest a dozen or so of the community's most prominent citizens on the charge of "beating the fare" would undoubtedly create quite

a furore in the country, yet it would serve the purpose of enlightening the entire travelling public of the fact that there is a law on the Criminal Statutes which could send offenders to the penitentiary for two years as a result of these mischievous exploits to enter into a conspiracy to defraud the company of its rights. It is quite likely officials would think long and seriously before invoking the law, but it is also evident that unless the practice is stopped in one way or another, railroad officials, who are merely the custodians and the guardians of the shareholders' property, will be compelled to take drastic action on this issue. It appears that the essential thing at the present time is to enlighten the general public, and our adventurous and highly respectable travellers in particular, that it will probably pay much better in the long run to pay legitimate fares and not run unwarranted risks.

The moral attitude of the public on this issue is peculiar. Suppose you were to say to Mr. Smith: "Here is a 'jimmy,' break into the first prosperous domicile you come to. It is more than likely that you will annex five or six dollars as a result of your adventure; and don't forget that the very worst that can happen to you is that you can get two years for the exploit." It is absolutely certain that Mr. Smith would cleave the head of the tempter with the very instrument which was designed solely for house-breaking, yet you find the jovial storyteller of the smoking-room, the knight of the grip, using the utmost endeavor to break into jail for a period of two years, carefully provided for in the law, through the unsensational method of seeking to bribe railroad conductors.

Our railroad men have been the "goats" in more ways than one. It is conceded by all that the bulk of the rank and file of the membership of the great Railway Brotherhoods is rigidly honest, and it is this great body of honest men who will ultimately remedy this situation. If the Railway Brotherhoods take it up in an educational way, one of the most serious problems in modern railroading will have been solved. It is our earnest hope that for the protection of the splendid, honest and upright men who are serving our great roads so efficiently, that the railroad organizations will proceed, by well-directed propaganda, to give the honest man in the service the protection and the security to which he is entitled, by warning the public that further adventures are fraught with dangers.

Although the Brotherhoods officially have not yet taken action, the sentiment of individuals whom we have interviewed on this question is that it will not be long before the railroad men of this country will demand that the railroad companies will prosecute any reckless travellers who persist in attempting to bribe men who are upright and desire the protection of the law to remain honest.

It has been the greatest satisfaction for us to know that railroad men are taking these articles very seriously. We have been offered some very valuable suggestions by the men of the service. Generally we find that all conductors are willing and anxious to co-operate, to put an end to the evil. We find, clearly expressed, the desire to shun illegal opportunities. The bent of every railroad man is to secure honest wages as the result of efficient service to such an extent as will enable him to rear his family, as behooves its station in life, plus the opportunity to lay aside the necessary means to provide for old age.

Wages Cutting a Vicious Circle

(The New Republic, New York).

NOT much more than a year ago our industrial leaders were presenting vigorous exposures of the fallacy of wages increases. As wages rose, prices rose also. The laborer might force the employer to give him more dollars, but what did that avail him when each dollar brought him less of the necessities and comforts of life? Those laborers who won their demands first and got ahead of the inevitable rise in prices might indeed profit for a little while, just as those who were slow in moving for higher wages suffered a loss not fully to be made up by subsequent increases. But seething such minor losses of the one group against the minor gains of the other were we not justified in asserting that the working class as a whole, for all the collective pressure brought by organized labor and for all the individual shopping around of the unorganized, remained about where it was? Rising wages and rising prices: that is nothing but a vicious circle. So said the captains of industry; so said also many of our intellectual and political leaders, the President most dogmatically of all.

But now the times have changed. From every quarter come reports of wages cutting: twenty per cent, forty per cent or even more, affecting hundreds of thousands of workmen. The downward tendency in wages is just as striking as was the upward tendency in the spring and summer of 1919. If the general movement upward involved a fallacy, must not a similar fallacy lurk in the movement downward? Then the fallacy consisted in the fact that the consequent rise in prices soon absorbed whatever had been gained through wages advances. The working men were the dupes, in that case. Is it not just as inevitable that the prevailing policy of cutting wages will be followed by declining prices? What does it profit the employer to get his labor cheaper if he must sell his products correspondingly cheaper? It is now the employers who are the dupes, gyrating fatuously in the vicious circle of wages cutting. Somehow it has not yet occurred to the captains of industry nor to President Wilson to proclaim the inherent folly of wages cutting. But that might seem superfluous. Any one can see for himself that if the argument of 1919 against wages advances was sound, the same argument applied to the present situation must condemn wages cutting.

In 1919 there was much complaint of the reduced efficiency of labor. Much production was lost in striking for higher wages and in shopping around for better jobs. But much greater production is lost now through the closing down of mills, in part or wholly, while wages and prices are being adjusted to lower

levels. Everybody grumbled, then, over the increasing prices, but business thrived and almost everybody had employment and means to pay increasing prices, if he had to pay them. To-day the road to the bankruptcy courts is in danger of becoming clogged; unemployment is becoming general, and hundreds of thousands are without means to buy, however much prices may have fallen. Certainly the "vicious circle" of falling prices is much more vicious than was that of rising wages and rising prices. If there was need of propaganda and concerted effort to break the former circle, the need of breaking the present circle is vastly greater.

But are not these vast movements of prices and wages, upward or downward, as inevitable as the seasons, quite beyond control by human effort, however well organized? That is a doctrine widely proclaimed by those who strangely enough are generally regarded as peculiarly staunch conservatives. Before we accept such a doctrine too complacently let us consider what it implies. These alternations of prosperity and depression are characteristic of a highly organized capitalistic economics. The world knew nothing of them down to little more than a century ago. If it is impossible to prevent their recurrence or to ease them off in any way, it is certainly left to fate whether or not they shall become so frequent and severe as to make life under capitalistic economics wholly intolerable. That is the hope and the expectation of the Socialists. And the "conservative" confession of helplessness is definitely their best propaganda.

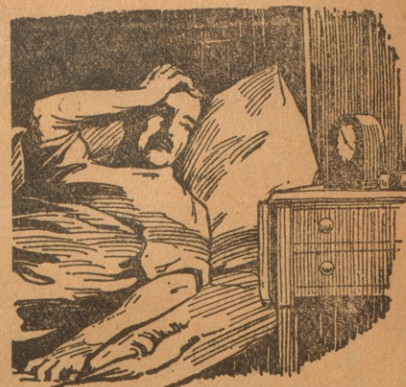
What ground is there, in fact, for regarding the present downward trend of prices and wages as inevitable and irresistible? Let us not beguile ourselves with specious generalities such as "the aftermath of war." In definite points, indeed, the war and the peace that followed exerted a baleful influence upon our economic life. We have been deprived of markets for part of our agricultural production, with the natural consequence of a slump in the prices of all our agricultural production. There was nothing absolutely irremediable about this condition. We knew in advance that unless we found a way of opening the central European markets to our wheat and meat and cotton we should encounter just this condition. Our leaders of finance and industry knew, or should have known, that a great decline in the purchasing power of the agricultural community would entail serious consequences for trade and industry. But is there the slightest evidence of any organized effort on their part to ward off the evil? It was naturally the political propaganda of the party in power to assert that nothing

could be done about the matter so long as America remained out of the League and the indemnity question remained unsettled. Certainly keen-sighted business men could not have accepted naively the convenient view that there was one road and only one to the desired end. Yet what have they done to make the best of even the highly unfavorable circumstances? They exhibited a quite different quality of initiative when the question was one of getting America into shape for conducting the war.

Apart from our failure to find foreign markets for our agricultural surplus, what single influence from beyond our own borders is operating against us? Our general exports continue in volume that before the war would have seemed colossal. No branch of our industry can argue with show of justice that it is depressed by "cut-throat" foreign competition. No foreign country can be accused of drawing away the gold upon which our credit structure is based. It goes without saying that we should prosper better if the nations with which we trade were on their feet, financially and economically. But it does not follow that because they are not, a country like America, whose productive resources are unimpaired, should decline toward economic collapse. After all, we produce, in the main, for ourselves. Whether we suffer depression or enjoy prosperity is mainly a matter of our own internal relations.

It is sometimes said that our industrial power is now so great that only a progressively expanding foreign market can save us from chronic overproduction. The absurdity of this view was sufficiently exposed by Garet Garret in our last issue. "To rebuild and develop our neglected transportation system, to reclaim by drainage and irrigation our swamp and arid lands, in area greater than France, and to make the standard of American housing decent, there is need for more labor and capital than can be found in two generations."

But to do these things, as well as to make the best practicable disposition of such products as we happen to have in excess, requires concerted effort under intelligent leadership. It requires courage and the willingness to work toward remote ends. What is to be gained, however, is worth the effort. If we resolutely turned our productive power toward the constructive needs of the country, we should create new values, to increase the demand for our industrial products and to sustain their prices. That is one way out of our present economic difficulties. The other way, apparently the way our business community is pursuing, is to accept fatalistically the falling off in demand and declining prices and to attempt an adjustment through reduced wages, to be followed by further decline in prices and further reduction in wages until we find ourselves among the wreckage on hard bottom. It



Will Morning Never Come

DOES this illustration picture your experience?

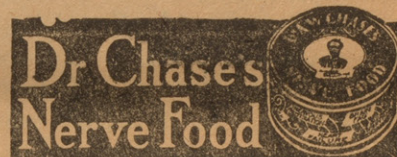
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may be that the industry which is first in cutting wages may enjoy a temporary advantage before prices fall. But it is not plain that in thus seeking its own gain that industry is preparing the way for the loss of all? There is no road to business salvation through the vicious circle of wages cutting.

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CHILD LABOR

(Literary Digest).

"WHEN I was four years old," says an aged Englishwoman in Lawrence, Mass., "my father began to carry me on his back to the mill. He was a loom-dresser and I handed him the threads. All through my childhood I worked." It stunted her growth. It prevented her learning to read. Even in our land of opportunity, she was deprived of opportunity and is to-day only a drudge.

A long, long time has passed since the little girl's father began to carry her on his back to the mill in England; you see what was until lately going on in America. In "Labor Problems," by Prof. Thomas Sewall Adams, of the University of Wisconsin, and his collaborator, Helen L. Sumner, we are told that "in the South the recent development of cotton manufacture has led to such evil conditions that universal attention has been attracted to the problem—so bad that they have been compared to those that existed in England during the early days of the factory system.

"The employees of these Southern factories are an illiterate, ignorant set of white people, enticed from their isolated homes in the hills by the bait of wages and opportunities never before enjoyed. As a result of the needs, the ignorance, and the moral obtuseness of these people on the one hand, and of the greed and selfishness of the manufacturers, especially those from the North, on the other, children are put to work in the cotton-mills at an early age, sometimes as low as six years."

Legislation has dealt severely with employers of child labor in Southern cotton-mills and with certain other employers of child labor as well, but reform is by no means complete. Addressing the American Child Hygiene Association, Mr. Herbert C. Hoover said recently: "Up to the present, the Federal Government has not been able to deal comprehensively with the subject of child labor. The original child-labor law was declared unconstitutional. The present Federal child-labor law imposes a tax of 10 per cent upon the net profits of any factory, mine, or quarry employing children under fourteen or sixteen years. The Federal Government is incapable of making provision against other employment, and thus the great mass of children employed in street trades and various blind-alley occupations goes on unhindered. It appears to me absolutely critical that we should have such constitutional amendment as permits the Federal Government to take direct action on this question, for so long as certain States are so backward in their social development that they will sacrifice their children to industrial advantage, it is not only unfair to the other States, but it is poisoning the springs of the nation at their source."

Mr. Owen R. Lovejoy, secretary of the National Child-Labor Com-

mittee, puts the case vigorously in an article contributed to The American Child and entitled "American Progress, 1620-1920." Cries he, "Three centuries of American progress—and to-day? Nearly one-fifth of all American children between ten and fifteen are out of school earning their own living. Illinois, Iowa, Kansas, Maryland, New York, Pennsylvania, Texas, and Wisconsin all report a startling increase in the number of children leaving school to go to work. Is this the progress that the Pilgrim Fathers intended? Is it a progress consistent with American ideals? Can we afford to progress at the expense of children?"

Dr. Felix Adler, of the Society for Ethical Culture, declares: "1,500,000 children to-day are laboring on the farms. Their work is not such as to make them fit to take up the problems of the American people, to be architects of the new civilization. Incredible conditions have been disclosed in certain rural communities. Thousands of children have only the smallest number of months of schooling." Nor is poverty always the excuse. In a pamphlet by Gertrude Folks on "Farm Labor vs. School Attendance," we are told that "A Colorado family who boasted that they made \$10,000 from their farm the preceding year were allowing their two children, seven and eleven years of age, to work in the beet-fields during the school hours. Another family consisting of the father, mother, and two girls, nine and ten years, worked forty acres of beets, although they own a good home elsewhere in the State. They board it up for half a year and live in a shack 'in the beets.' Another prosperous farmer who owns more than 200 acres of valuable land, nevertheless, keeps his six-, eight-, and ten-year-old children out of school to work in the beet-fields. The school superintendents of three counties in Maryland stated that in their opinion most of the families who withdraw their children from school to work in the fields could easily afford to send them to school for the entire term."

But poverty itself makes only the shabbiest excuse for such injustice. As Mr. Raymond G. Fuller observes in "Child Labor and the New Way," "child-labor begets poverty, and poverty begets child labor. The child of the grown-up child-laborer becomes in his turn a child-laborer. Child labor, as a factor in the labor market, decreases the wages of adults and increases unemployment. From the standpoint of future earning capacity child labor is a dead loss. The workers who leave school at fourteen earn less money in the first four years than those who stay in school till they are sixteen earn in two years, and their maximum earning capacity is sooner reached." Besides, "the fatigue induced by overwork and overstrain predisposes to disease and is itself counted as an occupational disease. Out of 1,-

500 children in twelve industries in Baltimore 100 were found by medical examiners to have diseases or serious defects directly due to occupation. Childhood is the time for preparing the body against the diseases that assail in adult life, but work that interferes with normal exercise and growth at the period of immaturity and of greatest need for free activity does not furnish that preparation."

Excellent scientific testimony backs up Mr. Fuller's contention. For example, Prof. Albert H. Sanford remarks in The Child-Labor Bulletin, "The young boy is not a complete adult in all but size and strength. His physical condition is in 'a state of development through which it should pass completely.' The same is true of his mental and moral nature. At about fourteen comes a great change. Certain characteristics show themselves which make the boy's nature demand certain things that in many instances are exactly contrary to the requirements if he goes into a factory at that age. First, the large bones and muscles must have much exercise, and the finer movements cannot well be accomplished. The boy is in the awkward age. Hence the number of accidents is twice that with adults.

"Secondly in this age the boy rebels against authority. This is his saving grace; his will is developing. Thirdly, his nature demands variety of scene and occupation. But factory life is monotonous; hence he floats from one factory to another. Fourthly, when he gets interested in a piece of work he wants to see it through and not leave it half finished. But in most factories he finishes only a part of the product upon which he is working, and so is deprived of the very training he needs at this age. Lastly, one of the strongest demands of boy nature at this age is that for play.

"Now, many adults look upon play as simply a childish luxury fit

only for those children who do not need to work. Psychologists, on the other hand, regard the play of children as the means by which alone they develop their physical and moral natures into manhood and womanhood. Children are educated more by their play than in any other way."

As Mr. P. P. Claxton, United States Commissioner of Education, puts it, "seed corn must not be ground," yet we read in a statement widely circulated by the National Child-Labor Committee, in December, 1920, that "in fourteen States this year child labor has increased, more children having left school for work than in 1919. Many of them are employed in industries not regulated by the Federal tax on child labor; they may be employed nine, ten, or eleven hours a day; they may be worked on night shifts; they may even work at trades known to be dangerous. In Massachusetts last year there were 1,681 industrial accidents to children under sixteen, ten of which were fatal and sixty-two of which resulted in the permanent partial disability of the child."

If there are cases where poverty drives parents to put their children to work, legislation has shown its ability to remedy the situation by child scholarships and mothers' pensions. If, as Mr. Hoover complains, the Constitution fails to provide a means of abolishing child labor outright, we can amend the Constitution.

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The Truth About the Strike in Nova Scotia

Brotherhood Officers Make Futile Request for Arbitration Dangerous Railroading With Poor Equipment.

Company Officials Support Low Standard of Wages. Labor Men Offers to Submit Dispute to Railway Experts on Board of Adjustment No. 1.

Montreal, Quebec, Jan. 17th, 1921

TO WHOM IT MAY CONCERN:

A controversy has arisen between the Dominion Iron & Steel Company, the Nova Scotia Steel & Coal Company, and their employees in the railway service, in connection with which a great deal of unfriendly criticism of the employees concerned and the representatives of the organizations to which they belong has been indulged in.

Due to the fact that the requests of the employees are said to be unfair and unreasonable, and that the methods adopted by them and their representatives have been severely condemned by the Press as well as certain individuals, it has been decided to place the entire question before the Public, giving in detail the nature of the requests made by the men and the efforts made to effect a settlement of the questions in dispute.

In view of comparisons which will later be made it should be explained that the Dominion Iron and Steel Company, the Sydney & Louisburg Railway and the Cumberland Railway and Coal Company are all **owned and controlled by the same Corporation**. It is also worthy of note, in view of the present controversy, that the men in railway service on the two properties where the trouble now exists were at one time paid the same hourly rates and worked under similar conditions in regard to hours of service as the men employed by the Sydney & Louisburg Railway, and that the Dominion Iron & Steel Company and the Sydney & Louisburg Railway has been and is now under the same Superintendent.

When the cost of living became excessively high, due to war conditions, the wages of men in every class of service were materially increased, which applies to railway men throughout the Country, a uniform rate of pay having been agreed upon for each class of service. In addition to increased rates of pay the hours of service were reduced making a uniform eight-hour day, with a provision for the payment of time and one-half for all time worked in excess of eight hours, and the rates of pay and working conditions referred to were made standard and generally applied.

The men in railway service on the property of the Dominion Iron & Steel Company and on that of the Nova Scotia Steel and Coal Company made request for standard rates of pay and working conditions, but their requests were denied regardless of the fact that standard rates and working conditions were made effective on the Sydney & Louisburg Railway and on the property of the Cumberland Railway & Coal Company, a part of the same property and owned by the same interests. Having made repeated efforts to better conditions without success, request was made for the assistance of Officers of the Organizations to which these men belonged and in response to such requests Officers arrived at Sydney on March 31st, 1920. As a result of their first visit a small percentage of increase was offered to the men on the property of the Dominion Iron & Steel Company, but, although same was made effective, **it was not accepted as a final settlement because it was very much below standard**. The matter was then taken in appeal to Mr. R. M. Wolvin, President of the Company, who accorded the Representatives of the Employees a most courteous hearing. As Mr. Wolvin had only taken office recently he requested time in which to look into the situation. Later we were advised that all such matters were left in the hands of Mr. Merrill, General Manager, and that our communication had been referred to him. Acting on this information a communication was addressed to Mr. Merrill requesting a conference for the purpose of discussing the question. To our surprise, we were informed that the Company could only deal with its employees, and declined to discuss the matter with us. In an effort to reach a settlement, the Officers of the Company were at different times during the negotiations urged to submit the questions of difference to Canadian Railway Board of Adjustment No. 1, in Montreal, which Board is composed of six Railway Officials of high standing and six representatives of labor, offering to sign articles to abide by any decision rendered by said Board, but the Company declined to refer the matter to that Body.

For the benefit of those who may not be familiar with the functions of the Board referred to it might be well to add that this Board was created during the war by request of the Dominion Government, in order that there might be no interruption to traffic because of disputes arising between the Railways and their Employees. That it admirably filled the purpose for which it was created is demonstrated by the fact that not one strike or lock-out has taken place since its inception. Owing to so successful a record during war time, with justice to all concerned, it has been decided to continue the Board in effect as a sane method of settling disputes.

During the time that efforts were being made to reach a settlement with the Dominion Iron & Steel Company, negotiations were being carried on with the Nova Scotia Steel & Coal Company, but without avail. When it appeared that our efforts with the Company had been exhausted, application was made to the Department of Labor under date of November 1st, 1920, for a Board of Conciliation and Investigation under the provisions of the Industrial Disputes Investigation Act, 1907, and, under date of Nov. 10th, 1920, we were advised by the Registrar that this property did not come under the provisions of the Act. Therefore, it was not clear that a Board could be appointed. At the same time the department pointed out that the President of the Company had assured a Representative with good prospects that negotiations would be again undertaken for a settlement. We waited from the date of receiving this advice until the morning of November 22nd, but nothing was received from any Officer of the Company to indicate any intention on its part to resume negotiations, or that it intended to make any further advances toward a settlement.

A Board of Investigation having been declined on the property of the Nova Scotia Steel & Coal Company, it was considered useless to make application for a Board on the property of the Dominion Iron & Steel Company, there being less justification for such an appointment on this property than on the other. Not having heard from the Officers of either Company in regard to further efforts looking toward a settlement and having exhausted our efforts in that direction, the notice usually given in such cases was conveyed to the Officers of the Companies involved and a strike was declared on both properties on the evening of November 22nd, 1920, and which is still in effect.

Following are the rates and conditions under which the men referred to were working, and the standard rates and conditions generally in effect on the railways in Canada and the United States.

Hourly rates paid by the Dominion Iron & Steel Company:

Yard service only:

Engineers, 64c.—Firemen, 50c.—Conductors 60c.
—Brakemen, 50c.

Hourly rates paid by the Nova Scotia Steel & Coal Company:

In yard service:

Engineers, 57c.—Firemen, 44c.—Conductors 50c.
—Brakemen, 44c.

In road service:

Engineers, 61c.—Firemen, 47c.—Conductors, 55c.
—Brakemen, 47c.

Men on both properties were required to work twelve (12) hours a day, and twenty-four hours continuous service on change off days.

Standard hourly rates:

In yard service:

Engineers, 88c.—Firemen, 70c.—Conductors, 78c.
—Brakemen, 81c.

In road service:

Engineers, 89c.—Firemen, 66c.—Conductors, 80½c.
—Brakemen, 64c.

The standard conditions are that men are required to work eight (8) hours a day, with payment at time and one-half for all time worked in excess of eight hours.

From the foregoing it can be seen that the hourly rates paid these men are very much below standard and, while the time and one-half feature is not used or intended as a rate of pay, but instead is intended as a penalty to prevent the working of overtime, or more than eight hours, these men having been worked twelve hours per day should have been paid at time and one-half for all time worked in excess of eight hours, but not having been so paid it can readily be seen that they received approximately 50% of standard rates.

The statement has been made that these men do not operate a railway, therefore, are not entitled to the standard rates. The conditions under which these men work **is even more dangerous than on the average railway**, for the reason that their equipment is not up-to-date. We would further call attention to the fact that the property of the Nova Scotia Steel & Coal Company **has been declared to be a railway by The Attorney-General's Department of the Provincial Government of Nova Scotia.**

The Representatives of the employees offered from the commencement of the negotiations to submit the questions in dispute to any fair and properly constituted Body for arbitration, or to leave the questions to the decision of one man mutually chosen. All such offers were rejected by the Company excepting that the Nova Scotia Steel & Coal Company did on Dec. 2nd, offer to leave the questions involved in the strike situation on

that property to the decision of the Hon. Senator Smeaton White, President of the Montreal Gazette. For reasons that will no doubt be obvious to labor, the offer was declined.

The four railway properties involved were intended to be and, no doubt, possibly still will be included in the British Empire Steel Corporation merger. It is said that the original proposed merger of the British Empire Steel Corporation contemplated the inclusion of \$130,000,000 of watered stock in a total capitalization of \$500,000,000. No doubt, it was and will still be intended that the \$130,000,000 worth of watered stock must earn dividends while it is said by the Operating Officers of the Company that the wages of the men in the Steel Plant must be graduated and determined by the fluctuations of the steel market, or the price of steel products. We did not hear of the Dominion Iron & Steel Company, or the Nova Scotia Steel & Coal Company dividing up the profits made with their employees when steel was high during the stress of War Time Production.

(Signed) JAMES MURDOCK,
Vice-President,
Brotherhood of Railroad Trainmen.

(Signed) GEO. K. WARK,
Vice-President,
Brotherhood of Locomotive Firemen & Enginemen.
Also representing
The Brotherhood of Locomotive Engineers.
(To be continued).

Adv.

THIS WOULD BE A POPULAR STRIKE.



—Chicago Daily News.

A recent statement by Bishop Farthing of Montreal, has attracted much attention in labor circles. Following is a facsimile of a union card on which the statement is printed for the information of the members.

On and after Jan. 1st, 1921, the following death benefits will be paid to members in good standing.

After 6 month	\$ 75.00
" 1 year	100.00
" 2 years	150.00
" 3 years	250.00
" 4 years	350.00
" 5 years	500.00
" 15 years	600.00

Keep your working card paid up to date.



MONTREAL
PRINTING PRESSMEN and
ASST'S UNION, Local 52

No age since that of the apostles had been so profoundly convinced of its own wisdom, and in no age had that wisdom been such a manifest failure. The Cross was ignored in international relations, and I hope the world was proud of the results achieved. In commerce greed was the basis of the whole system, and the 20,000 idle men in Montreal were evidence enough of the failure of the system. I object to the Church being asked to help keep the people subservient to employers, and to avert labor troubles. The Church was not on police duty. — Bishop Farthing at Church of St. James the Apostle, Jan. 2, 1921.

must be presented to the Medical Officer of Health and signed by him before they will be honored by shopkeepers.

MUCH MAINTENANCE AND CONSTRUCTION WORK ON G. T. R. SYSTEM

A considerable amount of construction and maintenance work has been done on the Grand Trunk Railway recently, and the road has never been in such fit condition. Mr. W. D. Robb has been the directing genius in these matters.

Mr. Robb has risen from an apprentice in the service of the G. T. R. to that of Vice-President in charge of operation, construction, maintenance and equipment. He is regarded as one of the most practical railroad chiefs in the Dominion. His father was a railroad man before him and came to Canada from Scotland to join the Grand Trunk in its earliest days. Mr. Robb was born at Longueuil, and received his early education at Sherbrooke Academy and St. Francis College, Richmond, Que. Entering the service of

the Grand Trunk Railway System as an apprentice at Hadlow Cove in 1871, he went to Montreal to finish his apprenticeship as a machinist in 1873. He was appointed night foreman at Point St. Charles shops in 1883, and was promoted to the position of foreman at Belleville in charge of motive power and car departments in the same year. In 1897 he was appointed Master Mechanic of the Middle Division with headquarters at London, Ont., and in 1901 was made Acting Superintendent of Motive Power at Montreal. Mr. Robb was promoted to the office of Superintendent of Motive Power the following year, a position which he occupied until his appointment as Vice-President in charge of motive power, car department and machinery in 1917. His jurisdiction was increased in 1918 to take in the operating, maintenance and construction departments of the System. He is a man of great energy who holds the confidence of the whole of the large organization of which he is the head.

Montreal police have been ordered to investigate immediately cases of reported distress through unemploy-

ment and, where needed, give order slips for food and other necessities. A drawback is that these order slips

The Canadian Railroader

WEEKLY

The Official Organ of

The Fifth Sunday Meeting Association of Canada

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Incorporated under Dominion Letters Patent.
April, 1919.

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J. N. POTVIN, Vice-President	-	-	C.P.R. Train Dispatcher
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GEORGE PIERCE, Editor

KENNEDY CRONE, Managing Editor

Immigration and Dandelions

CAPITAL and the forces of capital have frequently made mistakes and very grave mistakes. Labor and the forces of labor have made many mistakes and will continue to make others, seeing that we are a very human element in the run of things. All labor leaders are agreed in all countries that immigration is a very bad thing to be throttled at all costs. I have never been able to understand just how they arrive at this conclusion. It appears to me that it has become a force of habit to rail against alien labor. The frequency with which denunciation of foreign labor takes place in all countries in the same vein and at the same time, strengthens my conviction that labor leaders use it as a sort of stock in trade, whenever there is trouble in the ranks, or when there is an approaching election, or when there is need of greater popularity at some particularly trying moment, just as it has been the habit of American politicians who felt the political quicksands under their feet, to wrap themselves up in the American flag and cant and rant about the constitution, the one and only constitution, through feverish and fervid hours, after which the postal franking privileges are brought into play and the canned patriotism delivered forthwith to the expectant electorate.

At considerable risk for my own reputation in labor matters, I voice the opinion that our immigration policy is very shortsighted, to put the matter in the mildest possible way. We are on a par with other labor leaders in other countries who are ranting the same things in all the languages under the sun. Let us suppose that this policy were rigidly adhered to. The Italian would be anchored in Italy, the Frenchman in France, the Belgian in Belgium and so on, no matter what were the industrial conditions, no matter how overcrowded the country in which he was born, no matter how new countries with vast resources were crying out on the voice of the winds which sweep the world, crying for pioneers, men with the star of hope burning in their hearts, men to do the world's work where work was to be done. What a withering blight on the achievement of man! What a clog in the machinery of all human progress!

Apart from the broad aspects of the case I cannot be certain that opposition to immigration is logical in any of its details. The presumption of labor on this issue is that there is a certain amount of available work and that there are already more than enough men to perform the work and that, therefore, it is highly desirable to exclude other men from other parts of the world from coming to do the work or any part of it. It seems so simple to demonstrate that if there is only work for one, if two men apply the work will be done cheaper and both will suffer priva-

tion. Recent periods of deflation even under restricted immigration have produced the appalling spectre of vast unemployment. On occasions, as prosperity revives, practically all willing workers are provided with work. Periods of partial depression are partly seasonable. Some trades suffered because of competition in labor power, but the well-organized trades have not been affected in the matter of wage cuts or by unemployment. The great Railway Brotherhoods are an example in point. These periods of depression are utterly uninfluenced by the question of immigration. If we deported all the unemployed at the present time we would have to reimport them to do the work of the Dominion as soon as conditions became somewhat more normal. The temporary depression in industry produces a surplus of labor which industry cannot absorb. To-day the level will stand at one place and to-morrow at another. The present depression gained headway and reached its climax in less than two months. We have thousands of men seeking work. How could immigration be regulated to balance so nicely on the supply and demand basis, when industrial depressions and commercial booms follow one another with such astonishing rapidity?

I realize that a shipload of immigrants might be brought to the country at a time when our industries cannot immediately absorb them. At the moment, a tendency to compete for the job might develop, but the tendency would be very shortlived. The immigrant would be recruited to the ranks of the union organizations, and a living wage would be demanded for his service. The immigrant has exactly the same purpose in coming to a new country that a trade unionist has in working there, which is to get a living wage for his day's labor and to find the opportunity for the expansion and development of his particular talents and his industry. All labor maintains that the trade unionist is merely receiving a living wage. The immigrant cannot exist on less than a living wage, so he cannot be a serious menace as a competitor.

Apart from these considerations, the situation will bear inspection from another angle. The immigrant arrives with the purpose of working and producing something. He must work in order to live. At the very first opportunity he marries and rears his family. Very soon there are three, four, perhaps five to provide for. The children must have shoes. They must have hats and caps, suits and coats and the foods to keep them alive. Some merchant has to stock these things in order to provide them for the immigrant. Some wholesaler must provide the retailer and some factory must manufacture the goods with which to supply the wholesaler, and if the factory must make the goods it must employ the immigrant or one of his brother immigrants, and the farmer must raise the food to feed him, and the banks must finance, and the railroads must carry the merchandise, and as prosperity blesses the home he has built that immigrant writes to others far away who seek to emulate the success that he has won, and others come out as he came, to do as he did, which in its last analysis simply means that he came where the earth was rich, where the air was clean, where the skies were friendly, where men were hearty and warm in their welcome, and where Mother Nature was ready and willing to furnish the means and the needs, the joys and the blessings of life to the man who was willing to work. This is the way that all the great nations of the earth have been builded into their greatness.

Our fathers before us, and they were good men, were immigrants. Whenever there is something great and big and grand to do, the pioneer will come to do it. The day may have been when they called him an alien immigrant, but history in a kindlier tone speaks of him with proud reverence as a pioneer.

The moral of the story is this. Those shoes, the hats, the caps, the coats, the shovels, the tools we could make for him will not be made, simply because we would not allow him to come. The presumption of all the logic that I have seen on the subject is that the immigrant does not come to work. He travels from abroad, over strange seas, through dark distances to our bleak shores just to pick dandelions.

—George Pierce.



OLD GROUCH says: "There are said to be a million unemployed in Great Britain, not counting Society."

"Charity" and "Welfare"

THE Charity Organization Society of Montreal has changed its name to that of the Family Welfare Association, a name more in keeping with the changed complexion of its work in recent years.

Not so long ago charity organization was a system of almsgiving to the distressed, mixed more or less with a patronizing or overlordly air, and took little thought of underlying social causes and brave, if futile, notions of pride and independence. The obsequious and the "poor mouthed" often got the most out of it and often least deserved it. Decent people suddenly thrown on hard lines through circumstances over which they had no control had a repugnance to it, and many a time preferred to suffer in silence rather than have anything to do with its ameliorations. Some persons have even starved to death rather than go to a charity organization. Perhaps that was foolish; but I have known their histories and seen their poor bodies laid on slabs in morgues, and, thinking it all over, found it hard to be critical. Rather have I come to an understanding of restlessness far clearer than an understanding of what is now described as "Normalcy."

I can remember when the names of charity agencies were indelibly stamped into boots and childrens' coats so that the articles could not be pawned or sold for the means to buy whisky and gin; and I think that was an awful reflection on society as it was an awful distortion of sweet charity. It looked to me as if well-meant things had been begun at the wrong end.

The labor movement never had a speck of use for the older forms of charity doling, and was frequently regarded as being a very ungrateful and undutiful child because it kicked against the idea and sought something more fundamental, and more consistent with human rights and aspirations. It might be difficult to show precise connection, but there is no doubt in the minds of many people that the reasoned contempt of the workers for older systems of caring for the distressed had a good deal to do with pushing forward the newer systems.

Gradually the charity agency has largely become an expert reconstructor of family life, a student of preventive distress, an acute psychologist, with an "atmosphere" of community privilege about it in place of an atmosphere of "Beg pretty and maybe you'll get a bone from the kind lady."

Senator Lorne C. Webster, President of the Montreal organization, aptly described the new environment at the annual meeting this week. He said that to those who regarded charity as the giving of alms to the poor and nothing more, the work might not make a very strong appeal. On the other hand, to those who believed in the more practical plan of helping the poor out of their poverty by removing the causes of individual dependency, the work would seem of special value. Bringing back a deserted husband to assume his duties as wage-earner for the family, seeing that the sick and handicapped were provided with the right kind of medical care, finding work for those who were unemployed, providing for backward and under-nourished children, and a host of similar services, might call for little or no expenditure for relief. These were chargeable to administrative expenses but they represented the kind of service that made for everlasting helpfulness, without which relief by itself would be futile. This conception of the work should appeal especially to the business men of Montreal. The dependent man was a consumer and not a producer. He represented a definite loss to the community, for which, in the last analysis, industry must pay. It was the task of the Association to transfer him from the liability to the asset column in the community's balance sheet. That almost two thousand families were cared for by the society during the past year, he said, and that its co-operation was sought by over one hundred other agencies and institutions, were facts which testified to the extent of the work.

With the change of character, and the humiliating associations still clinging in the minds of many to the word "charity" (notwithstanding the intrinsic value of the word) as it was applied in the past, there has necessarily come a change of name. To a great extent organized charity is no longer charity of a high order application of the term; it is community service of a high order and is becoming more and more understood for what it really is.

There is no consent in labor ranks that even in its changed state the welfare movement is the solution of social ills. Labor wants to see the responsibility for the defects of the community put up to the state and not to the purses of private philanthropists. But labor does think that the welfare movement as we now have it is a distinct movement along progressive lines, and a very hopeful augury for the future.

—Kennedy Crone.

Mental Clinics Needed

RECENT court cases, civil and criminal, would seem to indicate the need that exists for an enquiry into the methods under which people are committed to insane asylums. Apparently healthy-minded citizens can be slipped into some of these institutions at the behest of their relatives and with the aid of too complacent physicians; while, on the other hand men who are dangerous to society and who are known to be so, are allowed to move about the streets carrying loaded weapons. Some time ago a woman expert on this phase of study lectured in Montreal and emphasized the fact that there are hundreds of what were termed "border-line cases," that is people whose nerves are in a dangerous state and who should be given treatment before they become worse. Her argument was all in favor of mental clinics where such treatment could be given.

The murder which startled the city last week is a case in point. Without prejudice to what a criminal court may be called upon to decide, it is fairly conclusive from the evidence already given, that here was a man moving about freely in society who had made dangerous threats against some one who he believed had injured him. All who knew the two parties were aware of the fact that these were delusions, yet no steps were taken to even check the man's movements.

In contrast with this, there was recently reported in the daily papers of Montreal a civil action which showed that a woman had been quite arbitrarily incarcerated in an insane asylum, about whose sanity the court had no doubt. In Great Britain there exists a body known as the Lunacy Commission, to which recourse can be had in all doubtful cases, and there would seem to be need of some authority like that here. There is at this moment some movement in the direction of obtaining information on some of these wrongful incarcerations by a well-known agency, of which more will be heard later.

—Caedmon.

What of Direct Taxation?

SUPERFICIAL "boosters" say that Canada is noted for its light taxation. You and I know Montrealers who think that when they have paid their water tax and their income tax they have paid all their taxes. Students of taxation say this is really one of the most highly-taxed countries in the world, and that the burden of taxation rests most heavily on those who can least bear it. The reason that the ordinary citizen is not impressed by his actual contribution to taxation is that he pays most of it in an indirect way, through rent, commerce and other means. If he had to pay it direct to the federal, provincial or municipal government, he might wake up and try to shift some of the burden. At least he might begin to look at things a little more carefully. If he paid direct taxes into the school panels in this city, for instance, he would want to know more about the schools, what he was getting for his money, how the burden was distributed, and what the needs were. That would be an excellent state of mind. As it is, he leaves the matter of taxation to a comparatively small class who fix the general taxation to suit their own particular needs and ideas. He merely pays the bill, and is hardly conscious that he does even that, hence his indifference.

If the taxpayers were all hit straight in the pockets instead of having their money taken from them in roundabout ways, they would probably learn a lot more in a social way, do a lot more, and end by getting a lot more fairness and service from the community as a whole.

—Kennedy Crone.

The man who will not investigate both sides of a question is dishonest.—Abraham Lincoln.

Every man in the railway service is earnestly requested to give us the benefit of his advice and his experience in relation to the series of articles dealing with "The Greatest Tragedy of the Road." We shall withhold the names where the request is specially made. In all other cases we shall publish communications together with the names and addresses.

THE CANADIAN RAILROADER is a carrier and interpreter of the news and views of the common people.

Wrangle's Defeat Sheds Light on Trotzky's Labor Army

(By Captain Francis McCullagh).

London.

TROTZKY, the leader of the Red armies, visited Ekaterinburg while I was there in order, as his purpose was given, to turn two or three of his armies into Red labor armies and to make his soldiers, in sight of all the world, beat their swords into ploughshares.

The last occasion on which he had visited the town he was a political convict, and he had gazed at it through the iron bars of a prison van. The foreign newspaper correspondents in Petrograd had indulged at that time in some wild prophecies, but none of those correspondents was mad enough to prophesy that a time would come when this Jewish convict would visit, as commander-in-chief of all the Russian armies, a Siberian town in which, after serving a long term of imprisonment as a political suspect, the Czar himself had met a violent death.

Ekaterinburg was gayly decorated in honor of Trotzky's visit, but the Bolshevik Minister of War came, unostentatiously enough, in the night time and refused to hold any parades, inspections of troops or any other formal functions whatsoever. He is a slight built, wiry man of medium height, dressed as a private soldier, and without any decoration. He wore a curious cap which has been invented for the higher officers of the Red army. It is of khaki cloth, is cut in the style of the steel helmet worn by the ancient Russian bogatyrs (knights), and the whole front of it is covered by a huge star, the red star of Bolshevism. His ill developed calves were encased in a pair of British army puttees, probably one of the many pairs which he had sent to Kolchak and which had travelled furthest west—with the nimble legs of deserters inside them.

He wore no belt and carried no weapon; his face is sallow, Mephistophelian, and distinctly Jewish; his eyes dark and bright; his beard and mustache scanty. His movements are quick and animated, and his capacity for work superhuman. The employees on his train told me that they led a dog's life of it. The typewriting girls were kept working all day and far into the night. His numerous secretaries were glued to their desks all day. His telephonists were speaking into the receivers or taking down telephone messages for twenty hours out of the twenty-four.

Trotzky devoted himself at Ekaterinburg to transport reorganization, a task which would alone absorb the energies of a dozen Sir Eric Geddeses, and when Krassin went to England Trotzky calmly took over the Commissariat of Ways of Com-

munication on the ground that as railways played such a great part in military operations he had better take charge of them as well as of the army. All this testifies to Trotzky's audacity and indefatigability, but it also betrays a fatal lack of organizers in the ranks of the Reds. And, it is almost unnecessary to add, Government work is not well done.

Despite the electric thrill which the presence of the Red army Commissar communicates to every Government department which he enters there is a glut of work which clogs the whole machinery, and there are not enough experts to deal with that work. The offices are in a chaotic state, filled with visitors who cannot be attended to and with incompetent clerks rushing hither and thither. Many of the old bureaucrats are, it is true, dribbling back from Paris with their tails between their legs, but as they are distrusted and are always placed under incompetent Reds no really good work can be expected of them. There is nothing in the world which a ruling class dislikes so much as being placed on an equality with people whom they had been accustomed to regard with contempt as inferior beings.

The stories told of Trotzky's revels and dissipations are obvious nonsense. The only dissipation the Bolshevik war lord allowed himself was a short walk every day in a beautiful pine grove where I used to walk myself and an hour's hard physical exercise daily shovelling snow from the railway track. In this physical exercise he made every man, woman and child in his train take part; and the example he thus set was good, for the educated Russian has the same contempt for manual labor as the white sahib has in India. Even Mrs. Trotzky, Master Trotzky (a boy of eleven or twelve) and Master Trotzky's governess, a young Jewess of twenty or twenty-five, had to shovel snow like the rest; and this craze for manual work remained even when Trotzky was not looking on.

No sooner had he arrived in Ekaterinburg than Trotzky plunged straight into work, and I marvelled at the audacity with which he tackled matters which ought, one would think, to have been left entirely to experts. I shall give one example, the typhus question, for I know something about it, having had, a year earlier, to visit all the typhus hospitals in the Urals to interpret for Col. Clarke, the head of the Canadian medical service, whom Gen. Sir Alfred Knox had sent to the front with the object of doing something to stop the terrible wastage of men caused by typhus among Kolchak's troops. Dr. Clarke found

most of the trouble to be due to the apathy of the Russian doctors, who would do nothing unless they were given unlimited quantities of unprocurable insecticides, though, as Dr. Clarke told them until he was hoarse and exhausted and finally caught the disease himself, heat would have served their purpose equally well.

On February 19 Trotzky summoned the D. M. S., listened in ominous calm to his statement that there was no chance of typhus decreasing in any case till the month of April, and then attacked him with a sudden burst of violence which nearly frightened that worthy but inefficient functionary out of his wits.

"I am no doctor," said the Bolshevik war lord, "but I know that typhus is communicated by lice. Now it must be possible to destroy these lice by delousing apparatus and by a certain degree of heat, which could, if necessary, be produced in some of our public baths. Several of the baths are very nearly hot enough for the purpose as it is; and even if the soldiers have not got a change of clothes they might wash in one part of the bathhouse while their clothes are being disinfected in another part. I am not a believer in this doctrine of fatalism that you preach. I will immediately appoint a committee to investigate this question, and if I find that you do not at once take some steps in the matter I will hand you over to the Extraordinary Commission. Good day."

Next day an excellent bathhouse was opened free at the railway station, and I myself enjoyed the first bath that I had had for three months. The committee was nevertheless appointed, and it published everything, even details of hospital mismanagement that were enough to make one's hair stand on end, for the Bolsheviks, when it suits their purpose, allow the fullest liberty to the press.

The great propaganda engine which had raised the Red Army and smashed Kolchak and Denikin was then turned onto the louse, and all Ekaterinburg was soon placarded with posters preaching cleanliness and denouncing dirt. Some of them contained representations of a louse magnified to the size of a small cow, and pointed out, in the accompanying letterpress, as a worse enemy than the "Supreme Ruler." "Kill it," yelled the posters, "as you would kill Kolchak. It is a far more dangerous enemy. Kolchak has put to death thousands of Communists. It puts to death tens of thousands." The number and variety of these warnings were very great; and there was every kind of striking life size picture in glaring colors to attract the attention of the illiterate, as well as good medical hints to impress those who could read.

The same all-powerful engine of propaganda is employed for other purposes—to teach Communism, to enlist support for the Red army, to foster a hatred of England, to excite a craze for education and to produce a contempt for priests and Christianity.

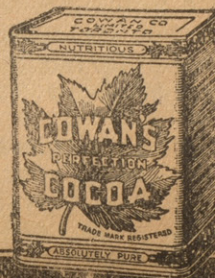
COOKERY COLUMN

Cocoa Cake

1/2 cup butter
1 cup sugar
2 eggs
1/2 cup milk
3/4 teaspoon vanilla
2 1/4 cups flour
5 teaspoons baking powder
1/8 teaspoon cinnamon
6 tablespoons Cowan's Cocoa

METHOD:—Grease and flour pan, mix and sift dry ingredients. Cream butter, add sugar gradually. Separate eggs, beat yolks till thick and lemon-colored. Add to butter and sugar and beat vigorously. Add mixed and sifted dry ingredients alternately with milk. Add flavoring, fold in beaten whites of eggs. Turn into pan, and bake in a moderate oven 35-40 minutes.

G106



Send for recipe booklet to
THE COWAN COMPANY LIMITED
TORONTO

On the day after his arrival Trotzky addressed a large Communist meeting; and here I might remark that no such thing as a public meeting in our sense of the word is ever held in Red Russia. The Bolshevik leaders only address meetings which have been carefully packed with their supporters, and I know of only one case in which it was announced beforehand that they were going to speak. It is impossible for any one who is not a Bolshevik to find out when Lenine is going to speak in Moscow, the reason being simply fear of assassination, and it is next to impossible for a non-Bolshevik to hear him. Trotzky, who is a consummate orator, made a very able speech, of which the keynote was briefly this:

"We have defeated Kolchak, but a much more serious enemy remains, namely, the ruined economic system of the country. To put that right we must work harder than men ever worked before since history began. Sixty per cent of our railway locomotives are out of action, and if they continue breaking down at the same rate we shall have 99 per cent out of action within three months, which means a total breakdown of

our transport system, and therefore of our system of government. These engines must be repaired. The men who repair them must have food and fuel. The railway lines must be cleared of snow. Wood must be cut and brought to the railways. The Ural factories must be started. This means that all must work, work, work."

He certainly painted a picture gloomy enough to warm the heart of, say, Winston Churchill, but he did it with a purpose; he wanted to alarm his followers thoroughly and to make them see that the economic situation was extremely serious. He did not go so far, however, as to make them despair, and I afterward discovered that he deliberately understated the actual extent of the economic breakdown and omitted altogether to touch on many very disquieting features.

He ended on a note of robust confidence and caused a sensation by announcing in conclusion that six hundred rubles in gold had been captured with Kolchak, although he must have known that the amount was only three hundred million. This news, by the way, had been carefully withheld from the public until the head of the Red army could use it, as he did, in an effective peroration.

I was surprised at the rapidity with which this speech was, by previous arrangement, echoed and re-echoed all over the country. "The Fight Against Economic Ruin" became a catchword like "Wait and See" or "We want eight and we won't wait," or any of the other famous catch phrases of British politics. It became a stereotyped newspaper headline. It stared at one from placards on all the walls. To judge from the reports in the press, it was repeated by every village orator throughout the Urals. At a meeting of the Ekaterinburg Soviet which I attended it was the principal subject of discussion, and at a meeting of the Communist League of Youth, which Trotzky attended, Miss Yurovsky, daughter of the Czar's murderer and president of that league, delivered a speech on the same lines. Trotzky must have smiled his Mephistophelian smile when he heard all this parrot outcry, most of it almost a repetition of what he had said himself.

Trotzky's treatment of the working classes was marked not only by an absence of flattery but even by an autocratic touch which one would never have expected. Finding on his way from Moscow to Ekaterinburg that the workmen in a certain Ural factory were not working hard enough he had fifteen of the worst "slackers" arrested and placed on their trial before a workmen's tribunal in Ekaterinburg.

At one point on the line his train was stopped by snow, whereupon he had the whole of the local Soviet taken into custody for disobedience to the order for removing snow from the track. They also were tried before a jury of their peers; and, while the case was still sub judice, Trotzky wrote, over his own name in the

newspapers, a ferocious onslaught on the accused, whose condemnation was thus made certain. He did not say anything about their delaying him, but he inveighed against them for delaying "the trains which brought bread to the women and children of Moscow and to the Red workmen who had hurled the tyrant from his throne and stood in the breach against Denikin and Judenitch."

Trotzky's train consisted of about a dozen carriages, but it could not be described as sumptuous, consisting mostly as it did of wagons-lits cars, all of them, save Trotzky's own car, being very much overcrowded with personnel, typewriters, desks, writing tables and documents.

Trotzky, to do him justice, is a remarkable man, and is idolized by the Bolsheviks, who say, and with truth, that he is the ablest Minister of War that Europe has produced during the last six years of Armageddon. He formed a numerous and well disciplined army out of men who were sick and tired of warfare and who only supported the Bolsheviks originally because the Bolsheviks promised them peace. He did this despite the fact that he himself had never been in the army or studied warfare, except as an extremely anti-militarist war correspondent during the first Balkan war.

I had lived in Ekaterinburg previously to the occasion of Trotzky's visit, first in 1918 when Kolchak's troops and a battalion of the Hampshire Regiment occupied it. On both these occasions it had been a very busy place, the railway station being blocked with staff trains, most of which might be briefly described as bordels ambulants; the station platform, a local Piccadilly in more senses than one, being always crowded with officers and ladies; the streets filled with soldiers, horses, cabs and the speeding motor-cars of great generals; the shops and eating houses full of food; the market place crowded with farmers' carts. In fact it was, like any other army base, a town of good cheer, overcrowding, khaki, "hustle," horses and sin. Boisterous, imperfect, with streaks of religion and bursts of philanthropy, it was, with all its faults, human.

The Ekaterinburg that met my eyes on this visit was completely changed. Trying to describe that change to myself in one word I meant to say "Bolshevism," but found myself saying "Puritanism." For between the two there are the most astonishing resemblances, perhaps because extremes meet, perhaps because the one is as pre-Christian as the other is post-Christian. I know that it ought not to be so and that Lenin should be seated on a heap of skulls quaffing human blood, while Trotzky should be engaged nightly in bacchanalian revels; but, as a matter of fact, Lenin leads as austere a life as Oliver Cromwell while Trotzky is as busy as Lloyd George.

The platform of Ekaterinburg station was no longer a promenade, and only people who had business

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to do came there. It was sometimes deserted altogether save for three grim and watchful figures thirty paces apart, Trotzky's janizaries. One great hall in the station had been turned into a typhus hospital and another great hall into a "propaganda point." The station walls were covered with advertisements, not advertisements of the nerve tablets and hair tonics order, but Bolshevik propaganda advertisements.

At each end of the platform was painted a huge notice ordering all O. C.'s to bring their men without fail to the "propaganda point" and to apply there for newspapers and "literature," which would be given free.

These propaganda points exist in every station along the Siberian line and are very remarkable institutions. The largest hall in the station building is always selected and is generally presided over by a C 3 Red soldier, who has a tiny office apart. Seated there on a collection of Bolshevik newspapers, he wrestles in his spare moments with the voluminous volumes of Karl Marx, indicates to the young the damnable pernicious heresies of Krautsky, or engages in edifying conversa-

tion about Lenin's latest encyclical with wise, ungodly old Communists from the local Soviet.

Over the entrance of the Ekaterinburg hall there was painted in large letters the text, "Those who work not, neither must they eat," while inside one saw on every wall the well known appeal of Karl Marx, "Workers of the world unite! You have a world to gain and only your chains to lose."

The pictures and cartoons with which the whole interior was covered from floor to ceiling might be divided into several groups: 1. Those praising the Red army and calculated to foster a military spirit. 2. Those condemning capitalists, priests and militarists. 3. Those flattering the workman and promising him the overlordship of the world. 4. Those exciting anger against foreign countries, particularly France and England.

There were appeals to the railway workmen not to go on strike, but to remember that by striking they would inflict a deadly blow on democracy, and that though their present discomforts were great there was a good time coming.

(Continued on next page).

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1/2 lb. Tins
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The Tobacco with a heart



WRANGEL'S DEFEAT SHEDS LIGHT ON TROTSKY'S "LABOR PARTY."

(Continued from previous page).

There were charts showing the parts of machine guns and the way to make bombs, and these were generally accompanied by explanatory letter press and by appeals to the workmen to drill and arm and study the mechanism of their rifles, so that no power on earth could disarm them and force them back again into the old servitude.

Side by side with these were charts explaining the construction of the latest agricultural machinery and exhorting the peasantry to make themselves proficient agriculturists.

The attacks on religion consisted of caricatures showing monks and priests making money out of holy relics and squandering that money privately on revels and debauchery. The priest was sometimes represented as a huge leering spider weaving his web around the muzhik and his wife and children; and these anti-clerical cartoons were generally accompanied by satirical doggerel from the pen of the Soviet's principal poet, a Moscow Communist who writes a great deal of coarse, satirical verse under the pen name of Ivan Bedny (Poor John).

Many huge colored cartoons were devoted to Kolchak and Denikin, and were mostly vulgar but effective.

The triumph of the Red Army was exhibited, not without a rough art, in a series of cartoons, some showing the Red soldiers winding through frozen steppes, others showing them charging madly through the smoke of battle.

The former British Consulate, which had been converted into a Bolshevik Government office, had broken out into a perfect eruption of decorations with a picture of Lenin, framed in a wreath of evergreens, as the centre of the scheme. The French Consulate next door, which had been converted into a Court of Justice, was similarly decorated and carried a picture of Trotsky. Peter the Great had been knocked off his pedestal in the centre of the town, and his place had been taken by a large marble head of Karl Marx. Catherine the Great had also been deposed. In front of

the Cathedral was a great pyramidal erection of food covered with red cloth bearing the inscription "To Labor." It was adorned with brass plaques representing half-naked figures toiling in mines, forges and factories, these figures being so well designed that I suspect the plaques must have been taken from some museum.

THE WATERMAN FOUNTAIN PEN I LOST LAST WEEK.

(An Unsolicited Testimonial).

Kidnapped, or strayed
In foreign place,
I mourn your absence,
Brave, trusty friend
Of eleven years or so,
Knight of ten thousand
Rambles and forays
In blue-black ink,
And ne'er a blot
On your escutcheon.
Resource in softened thought
And common ways of peace,
An armory in war,
Dependable on all occasions,
Seeking naught
But careless wipe,
Say, once a quarter.
Worn near the heart
In idle moments,
Now nearer still,
In keener sense,
Since your familiar service
Is forever gone.

—Kennedy Crone.

Father: "This thrashing I'm going to give you will hurt me more than it will you, Johnny."

Youthful Offender: "Well, don't be too rough on yourself, pop. It ain't worth it."

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Applying the Golden Rule to Business

A SUCCESSFUL experiment in applying the Golden Rule to a commercial undertaking was mentioned by the Bishop of Montreal in a striking sermon delivered in the Church of St. James the Apostle, Montreal, on the first Sunday in the New Year. It was that of a Cincinnati clothing factory run by Arthur Nash, Ltd. This factory, according to the speaker, was organized in 1916 just before the United States entered the war, and for some time the firm met great difficulties in making headway. After some thought, the head of the business decided to put the Golden Rule into practice with his commercial undertaking. He called his employees together and told of his plans and enlisted their sympathy, the understanding being that on each side they must try to adopt the "other man's viewpoint."

What was the result of such a speculation? In 1919, when labor was very unsettled and there were many strikes, particularly in that trade, the Nash Company had no trouble, but increased its production by 1,000 per cent. During the year of high prices, they manufactured to order suits and overcoats retail at between \$16.50 and \$29.00. During the first six months of 1920 they did business to the extent of \$81,000 in excess of the whole year 1919, and during the month of June, 1920, business exceeded that for the entire year 1918.

Wages were increased several times in 1919, and after seven such increases in that one year and the repayment for loans, there was a net profit of \$42,000, although this firm was selling at cheaper rates than others. Then the employees were called together for a distribution of these profits, which was carried out on the basis of salaries. Here the workers themselves put into effect the Golden Rule by a request that all the workers, including those on piece work, should benefit, the result being that every employee of six months' standing received a substantial bonus.

The same principles were carried out in relation to customers, everything being done to maintain the best relations with them.

The general argument of the Bishop in his sermon was in the direction of showing that the world's diplomacy, politics and social and commercial systems had failed when directed by "the wisdom of this world," and that it might still be bettered by the application of the principles enunciated in the Sermon on the Mount.

—Caedmon.

TO FIGHT ATTACKS ON TRADE UNIONS

Sampel Gompers Issues Call for Meeting of American Federation of Labor.

Representatives of the 109 national and international unions affiliated with the American Federation of Labor have been called to meet in Washington February 23, "for the purpose of considering attacks now being made on the trade union movement," according to announcement by Frank Morrison, secretary of the Federation. The call for the meeting was sent out by Samuel Gompers, Federation president.

Secretary Morrison, who embodied his announcement in a formal statement, said that the forthcoming conference "is one of several similar gatherings that have been called by the American Federation of Labor during its history, to consider unusual conditions." In explaining further the intention of organized labor to give attention to

attacks on trade unions, Mr. Morrison said:

"The attacks include attempts to establish the anti-union shop, wage reductions, anti-strike laws, compulsory arbitration, labor injunctions and a publicity that would mould the public mind to accept these backward steps.

"I believe labor will formulate a plan to expose the pretence of men who are only interested in cheap labor and a continuance of their profiteering, is alert to the forces against it, and proposes to act vigorously and courageously. Our opponents are mistaken if they imagine they have made the slightest progress in alarming the workers, or that they will humbly accept a policy of reaction.

"The proposed conference will consider the publicity and other methods of our opponents and it is quite possible that labor will launch an offensive movement against those who imagine they control practically every avenue of publicity."



From The Bulletin, Sydney

"In the spring the young man's fancy tries to turn to thoughts of love!"

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London Unemployed Seized Number of Public Buildings

(Reynolds Newspaper, London).

AN attempt is being made thoroughly to organize London's unemployed, and with that object a secret conference, representing out-of-work men in twenty London boroughs, has been held.

The campaign of seizing public buildings continues, and at present the men are in possession of:

Tottenham Coroner's Court,
Edmonton Council Buildings,
Walthamstow Public Baths and Library,
Camberwell Free Library,
Islington Disused Library,
Disused Chapel, Walworth-road,
Hackney Drill Hall,
Poplar Town Hall.

The chapel is in the occupation of Southwark's unemployed, and has been renamed "Poverty Hall."

Proposals are afoot for relief works in fifteen London boroughs respecting about forty roads.

Among the latest seizures is Poplar Town Hall, where the men are to be allowed the use of the lower hall. Poplar Guardians are relieving nearly 800 families weekly outside the workhouse.

Another place occupied is the "Surrey Tabernacle," Wansey street, Walworth road, formerly a place of worship belonging to the Strict Baptist Denomination. It has been renamed by the men "Poverty Hall." The vestry is used as a committee-room. "We have among us skilled men representing many trades," said the chairman of the committee, "and we can take on tailoring and boot-repairing work if someone will give us cloth and leather. The boys might just as well be here as walking the streets hungry and idle."

Cookhouse Opened.

Over 30 men took part in the Camberwell raid, the library occupied being that in Peckham road. No opposition was offered, and within five minutes of entry the intruders had settled down comfortably for the night.

Army conditions were recalled when bodies of men, detailed for certain guard duties, were placed in charge of a "corporal." Ex-Army cooks were installed in hurriedly improvised cookhouses in the Food Office on the premises.

Rations of bread, bully-beef, and coffee, supplied by members of the public, were issued to the men, who state that they will hold the entire premises until the authorities give them sanction to use certain rooms for their committee business.

Twenty-one houses have been seized by Camberwell unemployed, and they have stated their intention of seizing still more.

Exciting scenes were witnessed in Richmond road, Dalston, when 30 unemployed men attempted to take possession of a house marked "For Sale." A family installed themselves on the premises, but were ejected by the police, and a free fight ensued.

Police Draw Batons.

The police were compelled to draw their batons, and the scenes were so violent that a number of shops in the vicinity closed. Two policemen and one or two of the unemployed were slightly injured.

After Walthamstow's "Army of Occupation" had entered into possession a deputation waited upon the local Council, handing a statement in which they stated:

"We intend to retain possession in any circumstances.

"We pledge ourselves to act in conformity with the sympathy and well-being of the citizens of Walthamstow."

The Council offered the use of the National Kitchen, and said they would try to raise money from the bankers to put work in hand at once.

Dissension over Mayor's Fund and collected money has arisen amongst Hackney unemployed, who seized the Drill Hall of the 10th County of London Territorial Forces Association, and some members of the committee have left the building.

Wandsworth Guardians have adopted the following new scale of weekly relief for unemployed men: 10s. each man, 10s. for wife, 6s. 6d. for first child, and 5s. each for other children. Relief is to be given half in money and half in kind.

Relief Works.

The Ministry of Labor has presented a statement to London M.P.'s concerning relief works.

The new arterial road scheme at Woolwich is afoot.

Proposals have been put forward in fifteen London Borough Councils respecting about forty roads.

Forty-one provincial authorities have now in operation, or under consideration, arterial road schemes.

Work has started at Brighton, Plymouth, Bournemouth, Norwich, Reading, Leicester, Ipswich, Birmingham, Nottingham, Rotherham, Preston, Dundee, Liverpool, etc.

Middlesex County Council have decided to begin the construction of an arterial road, the Government to contribute not less than 50 per cent. of the cost—estimated at £757,500.

She—"Do you write poetry?"

He—"The editors say not."—The Watchman-Examiner (New York).

THE MISSING BLUSH.

He told the shy maid of his love,
The color left her cheeks;
But on the shoulder of his coat
It showed for several weeks.

—Scalper.

"I don't like these photos at all," he said, "I look like an ape."

The photographer favored him with a glance of lofty disdain.

"You should have thought of that before you had them taken," was his reply as he turned back to work.—American News Trade Journal.

Prof.—"Why were you tardy?"
Tom—"Class began before I got there."—Orange Peel.

Teacher—"Thomas, will you tell me what a conjunction is, and compose a sentence containing one?"

Thomas (after reflection) — "A conjunction is a word connecting anything, such as 'The horse is hitched to the fence by his halter.' 'Halter' is a conjunction, because it connects the horse and the fence." — Harper's Bazar.

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(See pages 6 & 7 for signed statement.)